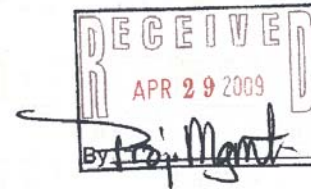


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# **MASSACHUSETTS HISTORICAL COMMISSION**

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**The Commonwealth of Massachusetts**  
William Francis Galvin, Secretary of the Commonwealth  
Massachusetts Historical Commission

April 21, 2009

Frank Tramontozzi, P.E.  
Chief Engineer  
Massachusetts Highway Department  
10 Park Plaza  
Boston, MA 02116

ATTN: Adam Hoey, Room 6340

RE: Route 1A (High Street) over MBTA Railroad ROW, Ipswich, MA; MHC# RC.41448

Dear Mr. Tramontozzi:

Thank you for your recent submission received March 23, 2009 regarding the project referenced above. MHC notes that the project is now part of the Accelerated Bridge Program and will not be federally funded. As such, the project is no longer subject to Section 106 review under the National Historic Preservation Act of 1966, as amended. This project will now be reviewed in compliance with M.G.L. Chapter 9, Section 26-27C, (950 CMR 71.00).

The Route 1A (High Street Bridge) is neither listed on the National Register of Historic Places nor included in MHC's *Inventory of Historic and Archaeological Assets of the Commonwealth*. However, six nearby properties are included in MHC's Inventory and fall within the area of potential effect. MHD has identified six properties that may be affected by vibrations related to the construction. These include 115 High Street (MHC# IPS.148), which is listed individually in the National Register of Historic Places (36 CFR 60) and several properties that are contributing structures for the High Street District, which is listed in the National Register: the Caleb Kimball House at 106 High Street (IPS.154), the Dow-Harris House at 108 High Street (IPS.153) and the John Kimball Jr. House at 110 High Street (IPS.152). The project area also adjoins several properties that are included in MHC's *Inventory of Historic and Archaeological Assets of the Commonwealth* and may be eligible for listing in the National Register: the Joseph King House at 124 High Street (IPS.147) and the Merchant-Choate House at 103 High Street (IPS.145).

The vibration monitoring requirements as submitted in the submission received March 23, 2009 and communicated to the Ipswich Historical Commission are sufficient protection for these resources. It is MHC opinion that the proposed bridge replacement will have "no adverse effect" (950 CMR 71.07(2)(b)(2)) on the surrounding historic properties.

These comments are offered to assist in compliance with M.G.L. Chapter 9, Section 26-27C, (950 CMR 71.00). Please do not hesitate to contact Brandee Loughlin of my staff if you have any questions.

Sincerely,



Brona Simon  
State Historic Preservation Officer  
Executive Director  
Massachusetts Historical Commission

xc: Ipswich Historical Commission

220 Morrissey Boulevard, Boston, Massachusetts 02125  
(617) 727-8470 • Fax: (617) 727-5128  
[www.state.ma.us/sec/mhc](http://www.state.ma.us/sec/mhc)

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